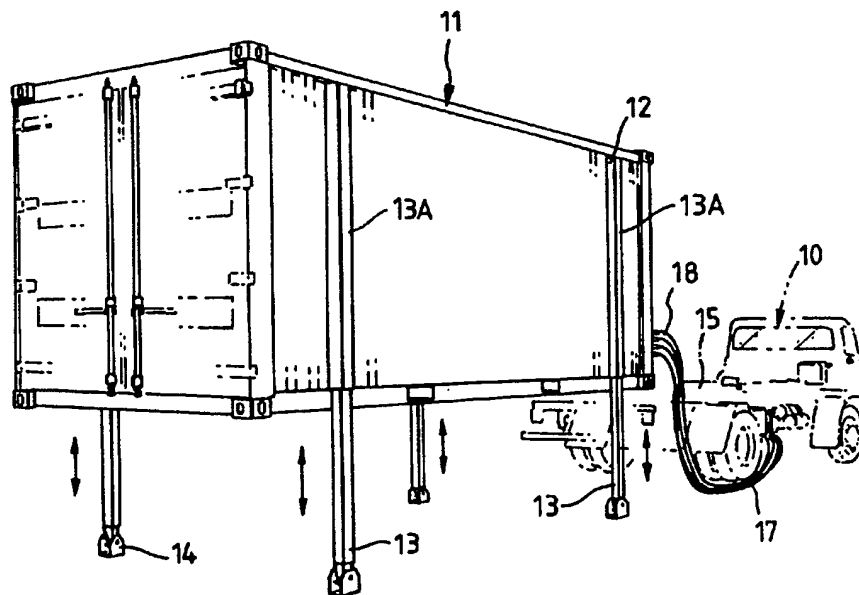


INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(51) International Patent Classification ⁵ : B65D 90/12, 90/14, 88/12		A1	(11) International Publication Number: WO 95/00419
			(43) International Publication Date: 5 January 1995 (05.01.95)
(21) International Application Number: PCT/AU94/00337		(81) Designated States: AM, AT, AU, BB, BG, BR, BY, CA, CH, CN, CZ, DE, DK, ES, FI, GB, GE, HU, JP, KE, KG, KP, KR, KZ, LK, LU, LV, MD, MG, MN, MW, NL, NO, NZ, PL, PT, RO, RU, SD, SE, SI, SK, TJ, TT, UA, US, UZ, VN, European patent (AT, BE, CH, DE, DK, ES, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE), OAPI patent (BF, BJ, CF, CG, CI, CM, GA, GN, ML, MR, NE, SN, TD, TG).	
(22) International Filing Date: 22 June 1994 (22.06.94)			
(30) Priority Data: PL 9573 24 June 1993 (24.06.93) AU			
(71) Applicant (for all designated States except US): DIAL-A-BOX PTY. LTD. [AU/AU]; 55 Kippa Street, Kippa Ring, QLD 4021 (AU).		Published With international search report.	
(72) Inventor; and (75) Inventor/Applicant (for US only): KOVESY, Jozsef [AU/AU]; 55 Kippa Street, Kippa Ring, QLD 4021 (AU).			
(74) Agent: CULLEN & CO.; Level 12, 240 Queen Street, Brisbane, QLD 4000 (AU).			

(54) Title: A CONTAINER AND A VEHICLE AND CONTAINER SYSTEM



(57) Abstract

A container (11) for transporting goods such as furniture having four extendible and retractable legs (12) powered by hydraulic or pneumatic system (17) from a truck (10). Separate lifting cranes are not needed and the legs are adjustable to level the container on uneven ground. The retractable legs form part of the container and can be positioned on a pair of hinged walls or rear doors (19) of the container. The base of the container also has positioning means to mate with a trapezoid prism extending longitudinally along the axis of the carrying platform (15) of the truck.

FOR THE PURPOSES OF INFORMATION ONLY

Codes used to identify States party to the PCT on the front pages of pamphlets publishing international applications under the PCT.

AT	Austria	GB	United Kingdom	MR	Mauritania
AU	Australia	GE	Georgia	MW	Malawi
BB	Barbados	GN	Guinea	NE	Niger
BE	Belgium	GR	Greece	NL	Netherlands
BF	Burkina Faso	HU	Hungary	NO	Norway
BG	Bulgaria	IE	Ireland	NZ	New Zealand
BJ	Benin	IT	Italy	PL	Poland
BR	Brazil	JP	Japan	PT	Portugal
BY	Belarus	KE	Kenya	RO	Romania
CA	Canada	KG	Kyrgyzstan	RU	Russian Federation
CF	Central African Republic	KP	Democratic People's Republic of Korea	SD	Sudan
CG	Congo	KR	Republic of Korea	SE	Sweden
CH	Switzerland	KZ	Kazakhstan	SI	Slovenia
CI	Côte d'Ivoire	LI	Liechtenstein	SK	Slovakia
CM	Cameroon	LK	Sri Lanka	SN	Senegal
CN	China	LV	Latvia	TD	Chad
CS	Czechoslovakia	LU	Luxembourg	TG	Togo
CZ	Czech Republic	LY	Libya	TJ	Tajikistan
DE	Germany	MC	Monaco	TT	Trinidad and Tobago
DK	Denmark	MD	Republic of Moldova	UA	Ukraine
ES	Spain	MG	Madagascar	US	United States of America
FI	Finland	ML	Mali	UZ	Uzbekistan
FR	France	MN	Mongolia	VN	Viet Nam
GA	Gabon				

TITLE

A CONTAINER AND A VEHICLE AND CONTAINER SYSTEM

THIS INVENTION relates to a vehicle and container system.

5 The difficulties associated with the loading and unloading of containers are wide and varied. Today, as in the past, containers are frequently used for easily obtained temporary storage, as well as the more conventional use, of transportation. Thus, it is important
10 that industry develops a system that will allow for the quick and efficient movement of a container.

Swing cranes have been mounted on vehicles for the purpose of moving containers. To load or unload a container, using a swing crane mounted on a vehicle there
15 must be sufficient area for both the placement of the container and the vehicle placing the container. Therefore, at least double the utilised space is needed for the containers placement. For this scenario a large and heavy vehicle is also needed due to the moment created when
20 the container is being loaded. The crane usually blocks the rear door of the container requiring that the container is lifted off the truck before the contents can be assessed. Also, the crane is permanently attached to the vehicle making the vehicle unsuitable for other purposes.

25 Another type of vehicle that has been specifically developed for container transportation, loads and unloads the container, from the rear of the vehicle. This operation involves positioning the vehicle where the container needs to be placed. The platform supporting the
30 container is then inclined and the container is allowed to slide from the platform, while the truck moves in a forward motion. To load the container the platform is inclined and a cable is attached to the container. The container is then hauled onto the platform. For this operation there
35 must not be any object situated above the platform. The reason being that when the platform is fully inclined it is at least double the height of the container. This may lead to difficulties if the container needs to be placed in a

dwelling which has a low roof or outside near power lines. Also, fragile goods cannot be loaded in this way.

Another type of lifting device is widely used for skips where the skip must be loaded while staying in a horizontal position. This arrangement is unsuitable for shipping containers as these containers will cause the vehicle to tip backwards.

The systems mentioned above have the inherent difficulty of substantially jarring the container during loading and unloading. Therefore, the goods located within the container also receive a jarring. Thus the goods need to be very robust or heavily secured.

Further, the types of containers that the abovementioned vehicles carry, can only be used on substantially level ground. The reasoning being that the container will tilt with the gradient of the ground surface. Moreover, this limits the use of these types of containers.

It is an object of this invention to provide a container and a vehicle and container system which may overcome the abovementioned disadvantages or provide the consumer with a useful or commercial choice.

In one form the invention comprises a container for transporting goods, the container having lifting means for lifting the container sufficiently above a ground surface to allow a vehicle to pass beneath the container, at least part of the lifting means forming part of the container.

The container may be a fully enclosed shipping container. The container may be a standard, rectangular 20 foot container. The base of the container may be fitted or formed with a positioning member. The positioning member may extend longitudinally along the base of the container. It may be shaped so that it is able to mate with a trapezoid shaped prism.

The lifting means may be mechanically or hydraulically driven. The lifting means may remain fully extended, partially extended or retracted. Typically, the

lifting means comprises a plurality of extendible and retractable leg members. The leg members may comprise rams. The rams may extend from and retract into housings within the side walls of the container. Suitably, the
5 lifting means consists of four rams located adjacent to corners of the container. The opposing pairs of leg members may operate in synchronous motion. The leg members may have pivotal feet attached. At least one and preferably two leg members may be attached to one or more
10 hinged walls. The walls may be hinged relative to a front area of the container. The hinged walls may have a loading and unloading position and a transportation position. Fasteners may be used to secure the wall to the container to reduce the load on the hinges.

15 Typically, the rams are fed by hydraulic or pneumatic hoses which extend through or along the container. The hydraulic or pneumatic hoses may be located within the walls, the floor and/or the roof of the container. Suitably, the hoses have an inlet located on
20 the outer periphery of the container and adjacent to each other. Each hydraulic ram may have a subsequent hose attached.

In another form, the invention comprises a vehicle and container system, said vehicle having a
25 carrying platform to support a container and providing a power source for lifting means out of the container.

The carrying platform of the vehicle may assist in the quick and efficient loading and unloading of the container. The carrying platform may be able to pass
30 beneath the container when the lifting means of the container are at full extension. Typically, the platform is able to pass between the leg members of the container. The leg members may be connected to a hinged wall to allow for a wider carrying platform.

35 The carrying platform may have a positioning member that extends longitudinally along the axis of the carrying platform. It may be in the shape of a trapezoid prism. The carrying platform positioning member may mate

with the container positioning member. Both these positioning members may allow for the simple fastening of twist locks that may be used to secure the container.

5 A weight distribution means may be fastened or fixed on the carrying platform to enable the weight of the container to be distributed more evenly over the surface of the carrying platform. The weight distribution means is typically a beam of similar height as the twist locks, linking the twist locks. The beam may be constructed from
10 any material, such as wood or metal.

The power source may be directly accessible to the driver of the vehicle or may be located on the outer periphery of the vehicle. The power source may be located on the mid-section of the carrying platform. The power
15 source can provide mechanical power but typically provides hydraulic power. The power source is suitably linked to the container with hydraulic hoses, which are usually detachable. The hydraulic hoses may connect with the inlet on the container.

20 An embodiment of the invention will be described with reference to the following figures:

Figure 1 is a perspective view of a vehicle and container system with the container in the extended state.

25 Figure 2 is a perspective view of the vehicle and container system with the container in the retracted state.

Figure 3 illustrates a container with hinged leg members.

Referring to figure 1 and 2 it can be seen that the vehicle and container system comprises a light weight, fixed axle truck (10) and a modified shipping container (11). The truck has a carrying platform (15) and a power
30 source (16). The container has been modified from a standard, 20 foot, rectangular shipping container.

Two opposing side walls house four hydraulic rams (12), two rams per wall. The rams, housed in opposing side walls, also oppose each other. Each ram is located adjacent a corner of the container. The rams consist of extendible and retractable leg members 13 which move into
35

and from its housing 13A. Housing 13A forms part of container 11 and is designed to not significantly protrude from the container walls. This allows containers to be stacked and stored with minimal loss of stacking efficiency due to gaps between adjacent containers. Also, there are road regulations with regard to load widths and the housings are therefore designed to protrude either not at all, or only slightly. The housings also can add rigidity to the container. The length of the leg member 13A is slightly longer than the height of carrying platform (15) of the truck. When the hydraulic ram has been fully retracted, the container is able to rest on its base. Attached to the end of each leg is a foot (14). This foot is hinged to the leg by a bolt, permitting the foot to pivot.

Each hydraulic ram is fed hydraulic fluid by its own internal hydraulic hose (not shown). The internal network of hydraulic hoses is located within the side walls and base of the container (not shown). The end of these hoses form an inlet (18) on the side wall of the container. The side wall containing the inlet being the one closest to the truck upon loading. The inlet is also adjacent to a corner, the corner being closest to the power source upon loading.

The base of the container has been modified so that when the container is loaded on the truck, it is in the correct position to be fastened. The base is shaped so that it is able to mate with a trapezoid shaped prism located longitudinally along the axis of the carrying platform (15). Twist locks (not shown) are then used to secure the container (11) for transportation.

The carrying platform (15) has been constructed so that it is able to fit between the legs (13) of the container. it is also low enough so that it is able to pass beneath the container when the hydraulic rams are at full extension.

The power source (16) is fixed to the side of carrying platform (15). It is located in the middle of

this side. The power source (16) comprises a motor and a hydraulic pump. It can be hand operated and allows the operator to control two of the hydraulic rams so they move in a synchronous motion. Connected to the power source
5 (16) are four external hydraulic hoses (17). These hoses are also connected to the inlet (18) of the container. These hoses are detachable and can be stored when the container is being transported.

Two beams (not shown), similar height to the
10 twist locks, are affixed longitudinally between the two pairs of twist locks. The beams evenly distribute the container load onto the platform, preventing deformation of the chassis.

Referring to figure 3, hinged walls (19) can be
15 connected to the corners of the container. Two hydraulic rams with connected legs and feet, are located adjacent to the edge of the wall. The rams are fed by hydraulic hoses (21) which extend from the container. This arrangement allows the spacing between the rams to be lengthened to
20 allow a heavier truck to pass between the rams. The walls are pinned back by pins 20 to take the load off the hinges, and the spacing between the rams in the pinned back position is sufficient to allow a truck platform to pass between the rams. When the container is on the truck the
25 walls are unpinned and swing to a position where the width of the container does not infringe road rules on load widths.

The container can be transported to a site and lowered to the ground surface. The container can be loaded
30 or unloaded without any lifting being required. Trolleys can be simply moved in and out of the container for loading and unloading. For uneven surfaces, the legs can be adjusted to provide a level container. When full, the truck returns to the premises and powers up the legs,
35 drives under the container with the hoses still attached and lowers the container onto the truck platform and transports the container to its required location. One truck can service many containers as the truck is not

required during the loading, unloading or storage periods.

It should be appreciated that various other changes and modifications may be made to the invention without departing from the spirit and scope thereof as

5 defined in the claims.

CLAIMS:

1. A container for transporting goods, comprising a lifting means for lifting the container sufficiently above a ground surface to allow a vehicle to pass beneath the container, at least part of the lifting means forming part of the container.
2. The container as claimed in claim 1, wherein the lifting means comprises a plurality of extendible and retractable leg members.
3. The container as claimed in claim 1 or 2, wherein the leg members are hydraulically powered.
4. The container as claimed in claims 2 or 3, wherein the leg members have pivotal feet.
5. The container as claimed in any one of the preceding claims, wherein the lifting means comprises four hydraulic rams, two said rams being on each side wall of the container.
6. The container as claimed in any one of claims 2 to 5, wherein at least one leg member is attached to a hinged wall, which is attached to the container.
7. The container as claimed in claim 6, wherein a pair of hinged walls are provided and a single leg member is attached to each wall.
8. The container as claimed in any one of claims 1 to 7, wherein the base of the container has a positioning means.
9. The container as claimed in claim 8, wherein the positioning means is adapted to mate with a trapezoid prism.
10. The container as claimed in any one of claims 1 to 9, wherein the container includes a hydraulic hose network.
11. The container as claimed in claim 10, wherein the hydraulic hose network lies within the walls, floor and/or roof of the container.
12. A container substantially as herein described with reference to the accompanying drawings.
13. A vehicle and container system comprising of a

vehicle and container, said vehicle having a carrying platform and providing a power source for the lifting means of the container.

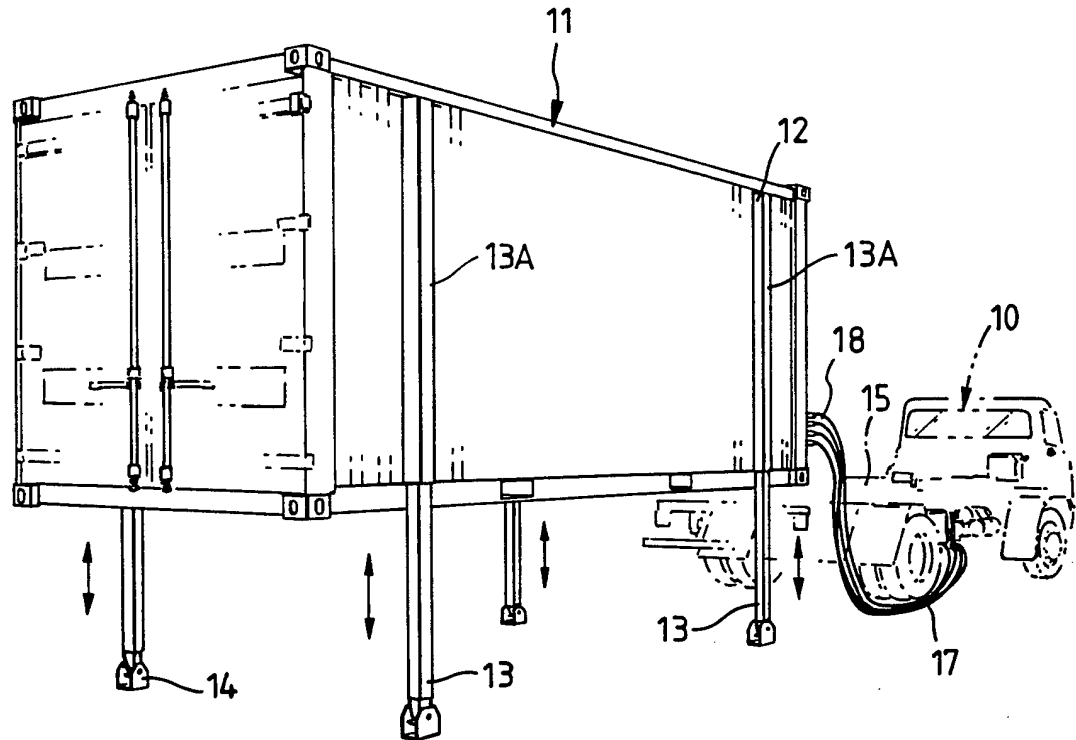
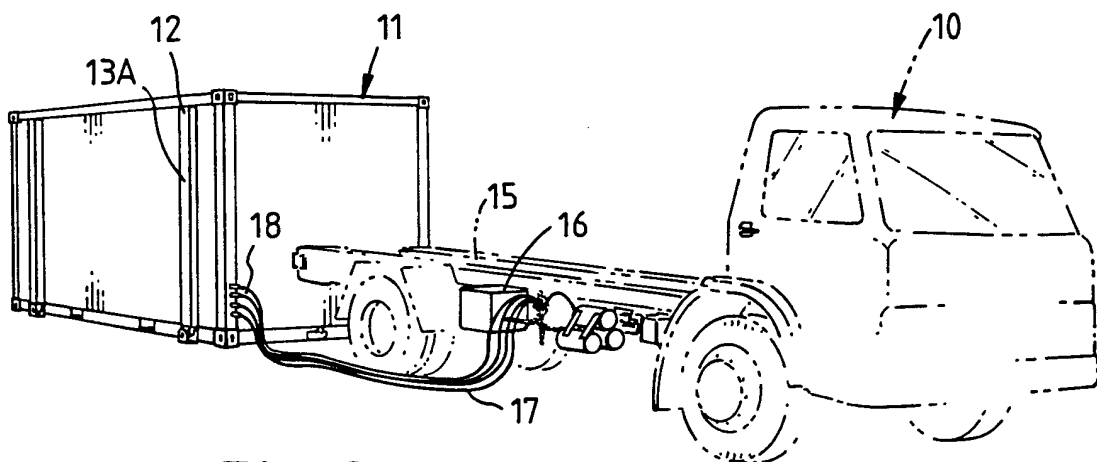
14. The vehicle and container system as claimed in
5 claim 13, wherein the container is described by any of the claims 1 to 12.

15. The vehicle and container system as claimed in claim 14, wherein the carrying platform tilts beneath the container when the rams are at full extension.

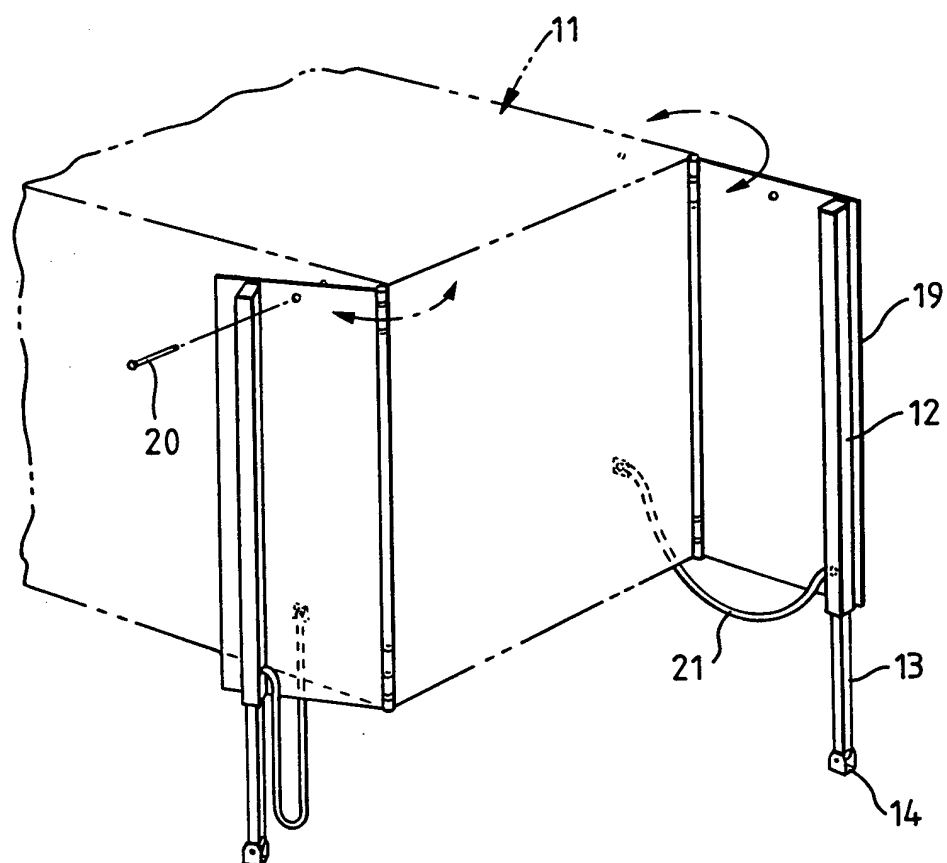
10 16. The vehicle and container system as claimed in claim 14, wherein the system has a weight distribution means.

17. The vehicle and container system as claimed in claim 16, wherein the weight distribution means is two
15 beams placed between the carrying platform and the container.

1/2

*Fig.1.**Fig.2.*


2/2

*Fig. 3.*

INTERNATIONAL SEARCH REPORT

International application No.

PCT/AU 94/00337

A. CLASSIFICATION OF SUBJECT MATTER Int. Cl. ⁵ B65D 90/12, 90/14, 88/12 According to International Patent Classification (IPC) or to both national classification and IPC					
B. FIELDS SEARCHED Minimum documentation searched (classification system followed by classification symbols) IPC : B65D 90/12, 90/14 Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched AU : IPC as above : B65D 88/12 Electronic data base consulted during the international search (name of data base, and where practicable, search terms used) NIL					
C. DOCUMENTS CONSIDERED TO BE RELEVANT					
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to Claim No.			
X	AU,A, 78178/87 (BRAMBLES HOLDINGS) 10 March 1988 (10.03.88) Whole document	1-5, 8, 10, 11, 13, 14, 16, 17 6, 7, 9, 15			
Y	GB,A, 1292804 (RONWAY ENGINEERING COMPANY LTD) 11 October 1972 (11.10.72) Whole document	1-5, 8, 10, 11, 13, 14, 16, 17 6, 7, 9, 15			
X					
Y					
<div style="display: flex; justify-content: space-between;"> <input checked="" type="checkbox"/> Further documents are listed in the continuation of Box C. <input checked="" type="checkbox"/> See patent family annex. </div>					
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%; vertical-align: top;"> * Special categories of cited documents : "A" document defining the general state of the art which is not considered to be of particular relevance "E" earlier document but published on or after the international filing date "L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified) "O" document referring to an oral disclosure, use, exhibition or other means "P" document published prior to the international filing date but later than the priority date claimed </td> <td style="width: 33%; vertical-align: top;"> "T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle of theory underlying the invention "X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone "Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art "&" document member of the same patent family </td> <td style="width: 33%;"></td> </tr> </table>			* Special categories of cited documents : "A" document defining the general state of the art which is not considered to be of particular relevance "E" earlier document but published on or after the international filing date "L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified) "O" document referring to an oral disclosure, use, exhibition or other means "P" document published prior to the international filing date but later than the priority date claimed	"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle of theory underlying the invention "X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone "Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art "&" document member of the same patent family	
* Special categories of cited documents : "A" document defining the general state of the art which is not considered to be of particular relevance "E" earlier document but published on or after the international filing date "L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified) "O" document referring to an oral disclosure, use, exhibition or other means "P" document published prior to the international filing date but later than the priority date claimed	"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle of theory underlying the invention "X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone "Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art "&" document member of the same patent family				
Date of the actual completion of the international search 2 September 1994 (02.09.94)		Date of mailing of the international search report 15 Sept 1994 (15.09.94)			
Name and mailing address of the ISA/AU AUSTRALIAN INDUSTRIAL PROPERTY ORGANISATION PO BOX 200 WODEN ACT 2606 AUSTRALIA Facsimile No. 06 2853929		Authorized officer <div style="text-align: center;">  R KIRBY </div> Telephone No. (06) 2832369			

INTERNATIONAL SEARCH REPORT

International application No.

PCT/AU 94/00337

Category*	Citation of document, with indication, where appropriate of the relevant passages	Relevant to Claim No.
X	AU,A, 35612/68 (DOBSON LIMITED) 2 October 1969 (02.10.69) Whole Document	1-5, 8, 10, 11, 13, 14, 16
Y		6, 7, 9, 15, 17
X	AU,A, 33168/68 (DOBSON LIMITED) 14 August 1969 (14.08.69) Figures 1-4, 9, 10, 17-23	1-5, 8-11, 13, 14
Y		6, 7, 9, 15-17
X	US,A, 3289868 (MILLER et al) 6 December 1966 (06.12.66) Figures 1-5	1-5, 10, 11, 13, 14
Y		6, 7, 9, 15-17
X,Y	AU,B, 28453/84 (576318) (ROBERT R. HINESY ASSOCIATES PTY LTD) 22 November 1984 (22.11.84) Figures 1 and 2	1-3, 4, 5, 10, 11
X,Y	DE,A, 3007730 (BADE) 10 September 1981 (10.09.81) Abstract and Figures 1-8	1-5, 6, 7, 10, 11
X,Y	DE,A, 1556109 (MULTIMED GESELLSCHAFT mbH) 29 January 1970 (29.01.70) Figures 2, 4, 5 and 6	1-5, 6, 7, 10, 11
X,Y	US,A, 3490632 (McKINNEY) 20 January 1970 (20.01.70) Figures 1-8	1, 2, 8, 9, 13, 14, 16, 17
X,Y	US,A, 2958538 (NORRIS et al) 1 November 1960 (01.11.60) Columns 3 and 4, and Figures 1, 2, 7, 8 and 19	1-4, 8, 9
X,Y	US,A, 2811386 (SHAW) 29 October 1957 (29.10.57) Figure 1-4	1, 2, 8, 9, 16, 17
X,Y	EP,A, 489673 (LOHR) 10 June 1992 (10.06.92) Figures 9, 13, 18, 19, 26-30	1, 2, 8, 9, 16, 17
X,Y	FR,A, 2679894 (GIAT IND) 5 February 1993 (05.02.93) Abstract and Figures 1 and 2	1, 2, 3, 4, 5
X,Y	AU,A, 13993/88 (UNICONT SYSTEM AB) 7 September 1988 (07.09.88) Figures 3, 14, 17 and 18	1-7
X,Y	DE,A, 560753 (AKTIENGESELLSCHAFT FUR AUTOMOBILINDUSTRIE) 6 October 1932 (06.10.32) Figures 1-9	1, 2, 8, 9
X,Y	US,A, 3362552 (THIELE) 9 January 1968 (09.01.68) Figures 1-12	1, 2, 8, 9, 15, 16
Y	US,A, 3421645 (BISHOP) 14 January 1969 (14.01.69) Figure 4	15
P,X,Y	AU,A, 37089/93 (RANCAN) 28 October 1993 (28.10.93) Claims and Figures 1-6	1, 2, 3, 5, 16, 17
X,Y	US,A, 3135407 (BACK) 2 June 1964 (02.06.64) Figure 1	1, 2, 16, 17
P,Y	EP,A, 558367 (MARREL S.A.) 1 September 1993 (01.09.93) Figures 1-6	16, 17

Box I Observations where certain claims were found unsearchable (Continuation of Item 1 of first sheet)

This international search report has not established in respect of certain claims under Article 17(2)(a) for the following reasons:

1. ☐ Claims Nos.:
because they relate to subject matter not required to be searched by this Authority, namely:

2. ☒ Claim Nos.: 12
because they relate to parts of the international application that do not comply with the prescribed requirements to such an extent that no meaningful international search can be carried out, specifically:

Claim 12 does not comply with Rule 6.2(a).

3. ☐ Claims Nos.:
because they are dependent claims and are not drafted in accordance with the second and third sentences of Rule 6.4(a).

Box II Observations where unity of invention is lacking (Continuation of item 2 of first sheet)

This International Searching Authority found multiple inventions in this international application, as follows:

1. ☐ As all required additional search fees were timely paid by the applicant, this international search report covers all searchable claims

2. ☐ As all searchable claims could be searched without effort justifying an additional fee, this Authority did not invite payment of any additional fee.

3. ☐ As only some of the required additional search fees were timely paid by the applicant, this international search report covers only those claims for which fees were paid, specifically claims Nos.:

4. ☐ No required additional search fees were timely paid by the applicant. Consequently, this international search report is restricted to the invention first mentioned in the claims; it is covered by claims Nos.:

Remark on Protest

☐ The additional search fees were accompanied by the applicant's protest.

☐ No protest accompanied the payment of additional search fees.

INTERNATIONAL SEARCH REPORT

Information on patent family meml

International application No.

PCT/AU 94/00337

This Annex lists the known "A" publication level patent family members relating to the patent documents cited in the above-mentioned international search report. The Australian Patent Office is in no way liable for these particulars which are merely given for the purpose of information.

Patent Document Cited in Search Report				Patent Family Member			
AU	78178/87						
GB	1292804						
AU	35612/68						
AU	33168/68						
US	3289868						
AU	28453/84						
DE	3007730						
DE	1556109	CH	487033	FR	1587140	GB	1245115
US	3490632						
US	2958538						
US	2811386						
EP	489673	CA	2957159	FR	2670233	US	5237784
FR	2679894						
AU	13993/88	DK	6154/88	EP	346381	FI	894128
		HU	53338	JP	2502450	NO	884889
		NO	170144	SE	8700887	WO	8806562
US	3362552						
US	3421645						
AU	37089/93						
EP	558367	CA	2089685	EP	558367	FR	2687654

PUB-NO: WO009500419A1
DOCUMENT-IDENTIFIER: WO 9500419 A1
TITLE: A CONTAINER AND A VEHICLE
AND CONTAINER SYSTEM
PUBN-DATE: January 5, 1995

INVENTOR-INFORMATION:

NAME	COUNTRY
KOVESY, JOZSEF	AU

ASSIGNEE-INFORMATION:

NAME	COUNTRY
DIAL BOX PTY LTD	AU
KOVESY JOZSEF	AU

APPL-NO: AU09400337
APPL-DATE: June 22, 1994

PRIORITY-DATA: AUPL957393A (June 24, 1993)

INT-CL (IPC): B65D090/12 , B65D090/14 ,
B65D088/12

EUR-CL (EPC): B65D090/14

ABSTRACT:

A container (11) for transporting goods such as furniture having four extendible and retractable

legs (12) powered by hydraulic or pneumatic system (17) from a truck (10). Separate lifting cranes are not needed and the legs are adjustable to level the container on uneven ground. The retractable legs form part of the container and can be positioned on a pair of hinged walls or rear doors (19) of the container. The base of the container also has positioning means to mate with a trapezoid prism extending longitudinally along the axis of the carrying platform (15) of the truck.